

There is only one way to cure the DRUG or DRINK HABIT and that is to eradicate it from the system. This is what the Antinarcotic does. It is a powerful medicine, and it is the only one that cures the habit. It is a powerful medicine, and it is the only one that cures the habit. It is a powerful medicine, and it is the only one that cures the habit.

MORPHINE AND WHISKEY HABIT CURED

OPIMUM CHLORAL COCAINE MORPHINE ALCOHOL

The excessive use of each of these narcotics or stimulants produces a disease in the user. It is a peculiar disease, and the desire cannot be thrown off by will power, but must be treated as a disease, and cured the same as any other disease. The wonderful power of Antinarcotic has brought hundreds of testimonials similar to the following:

"I feel that my life is indebted to the success of this God-sent remedy. Four years have elapsed since I took the treatment, and I have not taken one dose of opium since, nor do I have any desire for it."

"The craving or constant desire for liquor disappears at once. The building up of the nerve force alone is worth the cost of the cure, and to be free from that craving is worth more than words can tell."

Full information as to the workings of this grand boon to humanity will be given all calling or sending their name and address to (correspondence strictly confidential)

C. H. ROOSE, Manager.

NARCOTISM HOSPITAL

3016 Lucas Avenue, ST. LOUIS, MO.

LADIES' INDOOR TOILETTE.

One of the Latest Models for Light-Weight Wools.

Every season the doom of the separate skirt is prophesied by fashion writers at home and abroad, but they appear in fresh beauty and attractive fabrics to claim their accustomed place in feminine favor.

This dainty waist is of gray and green polka dot French flannel, worn with a skirt of gray ladies' cloth.

The waist is mounted on a glove-fitted

skirt. The front plastron of tucked mousseline de soie is permanently attached to the right side of the skirt, and the left side, which is outlined by a tailor collar and revers of gray cloth. The high stock of mousseline and a row of green velvet is placed in front of the lower edge of the mousseline.

The fronts are tucked and applied plain across the bust, the slight fullness being arranged in gathers at the waist line, which is finished with a narrow velvet edging.

The correct two-piece sleeve falls at the hand, and are faced to a cuff depth with gray cloth.

The skirt is made with seven narrow gored, reaching almost to the center back, which is arranged in a box plait. It is fitted perfectly smooth at the waist and the hips, the seams are opened, thoroughly pressed and machine stitched. Extensions added on each side of the gored skirt from the point where the stitching ends to the lower edge are arranged in hollow box plaits and fully pressed. These plaits graduate in depth from the front to the sides, giving a full, graceful flare to the skirt at the floor line.

Brooches, chevrons, Henrietta, Venetian or covert is appropriate material for this mode. The waist may be made of the same fabric if preferred.

To make the waist in the medium size will require four yards of twenty-two inch or three yards of thirty-six inch material, with three-fourths of a yard of tucking for collar and plastron. The pattern, No. 8075, is cut in sizes for a 22, 24, 26, 28 and 30 inch waist.

To make the skirt in the medium size will require five yards of five-eighth yards of fifty-inch material. The pattern, No. 8076, is cut in sizes for a 22, 24, 26, 28 and 30 inch waist.

Child's Apron, No. 8073. This dainty little apron of the white muslin is trimmed with lace leading through which narrow blue satin ribbon is run.

The full skirt is gathered at the upper edge and joined to very short body portion that is fitted by shoulder and under-arm seams, and close in the center back with buttons and buttonholes.

The bertha is applied to the low round neck and extends out over the dress sleeves, giving a becoming breadth to the shoulders. The upper edge of the bertha is headed with heading through which narrow ribbon is run. The full ruffles are a stylish addition.

The skirt is turned up in a deep hem around the button and nipped with hand. To finish the skirt in a similar manner. The apron may be tastefully decorated in dimity, lawn, swiss, crossbar or plain muslin, with lace and embroidery for decoration.

Black velvet ribbon is extensively used on these little garments and furnishes a decidedly attractive trimming for pale blue, pink or white aprons.

To make the apron for a child 6 years will require two and one-quarter yards of thirty-six inch material. The pattern, No. 8073, is cut in sizes for children two, four, six, eight and ten years.

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RAILROAD NEWS FROM ALL POINTS.

Galveston and Western Railway Now Under Control of the Southern Pacific.

C. P. HUNTINGTON'S LAST DEAL.

Supposed that the Option Price, \$265,000, Was Paid—Wheat Cars Tied Up—Appointments—Notes.

REPUBLIC SPECIAL.
Galveston, Tex., Sept. 1.—After months of negotiation, the Galveston and Western Railway, which bisects the city from west to east, and connects with the wharf property at the foot of Ninth street and avenue A, has passed into the control of the Southern Pacific. The latter assumed control of the Galveston and Western today and will immediately commence placing it in first-class condition.

The deal for the Galveston and Western was consummated in New York by Mr. Huntington just prior to his departure for Lake, and was one of his last of fiscal year. The Galveston and Western is a standard gauge line, 10.10 miles in length, extending from Ninth street on Bay Front, through the center of the city to Nottingham Village, on Galveston Beach, and connecting with the various railway yards in the western part of the city. Its possession gives the Southern Pacific a key to the terminal situation in Galveston.

The consideration paid for the property is not stated, and those in the position to know are reticent. Prior to the Galveston, Laporte and Houston Railway, now Galveston, Houston and Northern, going into the hands of receivers, the court was organized on an option on the Galveston and Western, agreeing to pay \$265,000, providing the Galveston and Western would perfect its franchise with the city. Before this could be accomplished, the Galveston, Laporte and Great Northern was placed in the hands of receivers. It passed through the hands of receivers, and was subsequently purchased by the Southern Pacific.

It is believed by those in a position to know that the deal did not pay more than the original option of \$265,000, and possibly much less. The purchase makes the Southern Pacific the dominant factor in the terminal situation here.

KANSAS CITY SOUTHERN.

Financial Statement Furnished the New York Stock Exchange.

The Kansas City Southern has furnished a financial statement for the listing committee of the New York Stock Exchange. It shows that the operation of the property for the year ended June 30, 1900, save a surplus of \$30,750.43, and a deficit of \$1,450,000. The statement shows a reduction in fixed charges of the owned and controlled roads of from \$1,450,000 to \$1,000,000. The total net income for the year was \$1,450,000.

Barlington Extensions.

It is reported that the Burlington has completed surveys for its present westward extension in Wisconsin, and that it is intended that at that point connection will be made with a new line built and owned by the Burlington. It is supposed to be working in the interests of the Ogden Short Line. It is also reported that the Burlington is in connection with the proposed new transcontinental road by way of Ogden, Salt Lake City and Pocatello, which is understood to have the backing of W. A. Clark of Montana.

Hervey City and St. Louis Line.

REPUBLIC SPECIAL.
Pana, Ill., Sept. 1.—Almost the required amount for the building of the Hervey City and St. Louis electric line has been received and it is claimed by the promoters that the balance will be forthcoming Monday, which assures the construction of the road. The line will be a half mile long, and will run on an air line from this city to St. Louis.

L. & N. Contracting Agent.

R. S. W. and J. T. Moore, contracting agents of the Louisville and Nashville in St. Louis vice J. T. Moore, resigned. Mr. W. is one of the "railroad boys" who has risen from the ranks. He has been an employee of the Louisville and Nashville for many years. His headquarters will be at No. 206 North Broadway.

New East St. Louis Agent.

J. M. Davidson, for many years local agent of the Baltimore and Ohio Southwestern at East St. Louis, has resigned to accept a position with the Chicago and North Western. His duties will be assumed by J. L. Lewis, who for several years has been agent of the company at Chillicothe, Mo. Mr. Lewis also assumes the duties of his new position.

Colonel Jones's Dental.

REPUBLIC SPECIAL.
Fort Worth, Tex., Sept. 1.—Colonel Morgan Jones, dental surgeon, has severed all connection with the railroad proposed by the Kansas City, Mexico and Orient Railway. He is now in California, or San Francisco, and is expected to return to Fort Worth to some place where he will be able to practice his profession in justice to others named in that connection.

For the Orient Line.

REPUBLIC SPECIAL.
Kansas City, Mo., Sept. 1.—A corps of engineers will leave immediately for Old Hickory, Tenn., to conduct a survey of the Kansas City, Mexico and Orient Railway. The survey will be conducted by the Kansas City, Mexico and Orient Railway. The survey will be conducted by the Kansas City, Mexico and Orient Railway.

Rock Island's New Branch.

REPUBLIC SPECIAL.
Fort Worth, Tex., Sept. 1.—The Rock Island announces the opening of its new line from Chickasha, Okla., toward Quanah, Texas. The line will be a half mile long, and will run on an air line from this city to St. Louis.

Commercial Agent at Waco.

REPUBLIC SPECIAL.
Waco, Tex., Sept. 1.—G. W. Barnhart was named as the commercial agent at Waco. He is a native of Texas, and has been in the service of the railroad for many years. He is now in California, or San Francisco, and is expected to return to Fort Worth to some place where he will be able to practice his profession in justice to others named in that connection.

Personal and West Texas Railroad.

REPUBLIC SPECIAL.
C. S. Crane, general passenger agent of the Wabash, has gone to Detroit. He is a native of Texas, and has been in the service of the railroad for many years. He is now in California, or San Francisco, and is expected to return to Fort Worth to some place where he will be able to practice his profession in justice to others named in that connection.

Blockade on Santa Fe Lines for Twenty Miles.

REPUBLIC SPECIAL.
Kansas City, Mo., Sept. 1.—The extensive yards of the Santa Fe Railway Company in Argentina are almost exclusively occupied by the cars of the Santa Fe Railway. The cars are being used for the purpose of blocking the Santa Fe Railway for twenty miles of wheat cars there this morning.

The Trouble is Said to Be Due to the Inability of the Chicago Division of the Road to Handle the Great Inflow of Grain from the Various Branch Lines in Kansas.

The difficulty is not so much from a car famine here as it is from the lack of motive power to keep the line cleared. All other roads in Kansas are unable to handle the wheat offered. The wheat is being dumped on the ground near the railroad stations.

MOBILE AND OHIO OFFICES.

Formally Opened by the President in the General Offices of the Mobile and Ohio in the Fullerton Building were formally opened yesterday morning. They occupied the entire second floor of the building, and were opened by the President in the presence of a large number of guests.

The private car question, which has been a long and arduous task, has been solved by the Mobile and Ohio. The private car question, which has been a long and arduous task, has been solved by the Mobile and Ohio.

Private Car Lines.

The uses and abuses of private car lines furnish always a fruitful subject for discussion at the meetings of traffic and transportation officials, says the Railway Age. The latest effort to bring these abuses under control is reported from Texas, where it appears, the being charges on refrigerator cars are to be doubled. Some complaints are contemplated in the same connection. Innovations of this kind frequently lead to a new and better system.

No Pleasure for Him.

Brown: "He's going to Paris." Town: "Business and pleasure combined." Brown: "On business solely. He's taking his wife with him."

To Reform Him.

She: "No, I do not think you would make me a good husband." He: "But, I'm sure you'd make me one. Please try."

a whole world gain if it should be found possible to predetermine ton-mile cost with some approach to exactness. Private car owners, like other shippers, could then be dealt with more intelligently.

MILLION AND A HALF.

Large Cash Remittance of Santa Fe Treasurer for One Month.

REPUBLIC SPECIAL.
Tulsa, Okla., Sept. 1.—Edward Wilder, treasurer of the Santa Fe, remitted to the New York office of the company today the largest amount of cash remitted in the history of the road. This was \$1,500,000. The remittance for the month of July more nearly approached it than any month's remittance for several years. The July amount was \$1,250,000.

This enormous shipment of cash is a powerful illustration of the prosperity now being enjoyed by the Santa Fe Road. The great freight traffic which started over a year ago has continued with but little fluctuation, and the past year has been the best for passenger business that the road has known.

HUNTINGTON'S SUCCESSOR.

Much Interest Manifested in California Over New York Reports.

San Francisco, Cal., Sept. 1.—In local Southern Pacific circles the greatest interest is being taken in the dispatches from New York to the effect that the Speyers, as representing the controlling interest in the Southern Pacific, intended to elect some man not connected with the company as C. P. Huntington's successor. The interest is in the fact that the new president is to be elected by the stockholders, and that the new president is to be elected by the stockholders.

EVERY WHEEL TO STOP.

Tribute of Honor to the Late President of the Memphis Line.

REPUBLIC SPECIAL.
Kansas City, Mo., Sept. 1.—Every wheel of rolling stock in the Memphis line will stop for five minutes on Monday next during the funeral services for the late President of the Memphis line, Mr. E. S. Washburn, who died yesterday at Ryer Beach, Me. The Memphis general offices and shops will be closed the entire day. The funeral services will be held at Ryer Beach at 12:30 o'clock Monday. The body will then be taken to Boston, where burial will take place the same afternoon.

Big Four Income Accounts.

The big four income accounts for 1900 and 1901, arranged in such a way as to bring out the standing of the two classes of stock, present the following comparative statement:

	1900.	1901.
Gross earnings	\$16,800,551	\$14,713,383
Operating expenses and taxes	\$1,743,254	\$1,645,033
Net earnings	\$15,057,297	\$13,068,350
Total net income	\$15,057,297	\$13,068,350
Interest and rentals	\$2,865,238	\$2,873,710
Net available income	\$12,192,059	\$10,194,640
Preferred stock dividends	\$90,000	\$90,000
Balance	\$12,102,059	\$10,104,640
Surplus for the year	\$12,102,059	\$10,104,640

After the payment of the \$500,000 dividends on the preferred stock, the remainder applicable to common stock was \$10,104,640, which was about 1.5 per cent on the \$27,500,000 of that issue, as compared with somewhat better than 2 1/2 per cent the year before. The company paid 3 per cent on the common in 1900.

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